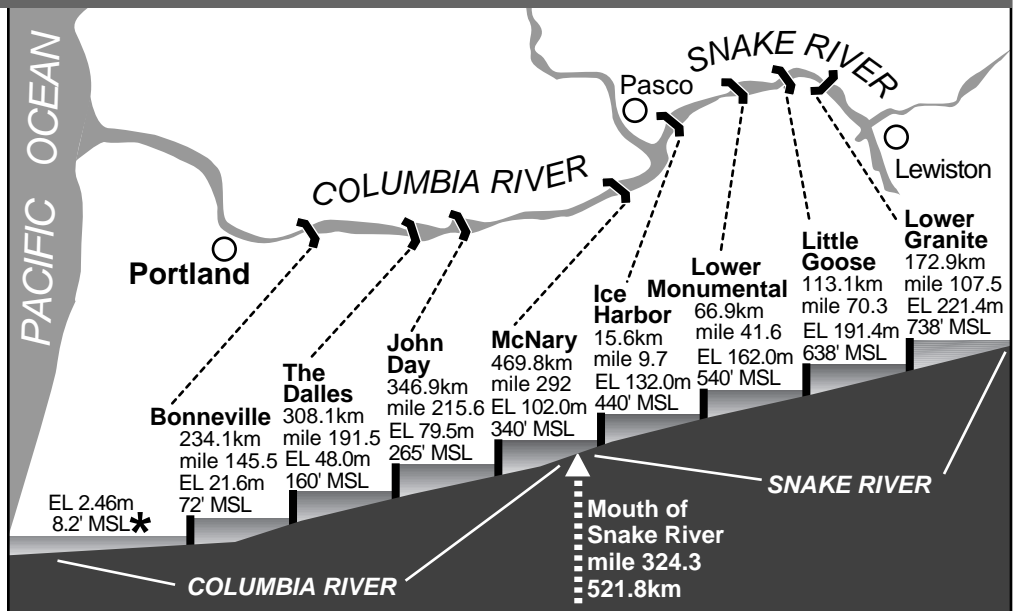


Using the Columbia-Snake River Inland Waterway

Location Maps Columbia and Snake Rivers



* MSL = Elevation in meters and feet above mean sea level

Lock Operator

The lock operator at each dam is there to assure that rules and regulations established to safely expedite traffic are followed and that the locks function properly.

PLEASE FOLLOW THE DIRECTIONS OF THE LOCK OPERATOR WHEN USING THE LOCKS OR OPERATING IN THE VICINITY OF THE LOCKS.

Radio Communications

At least one half hour before arrival (or as soon as radio contact can be made) vessels equipped with marine VHF-FM Channel 14 should contact the appropriate number from the list below.

Bonneville - WUJ 33	Ice Harbor - WUJ 42
The Dalles - WUJ 34	Lower Monumental - WUJ 43
John Day - WUJ 35	Little Goose - WUJ 44
McNary - WUJ 41	Lower Granite - WUJ 45

Signal Stations

Boaters without radios should look for signs to direct you to pull cord signals and intercoms located upstream and downstream from the lock. Pull the cord to signal the lock operator. Speak directly to the lock operator over the intercom.

Enter and Exit Signals

Signal lights are located outside each lock gate. When the green light is on, vessels may enter. When the red light is on, vessels must stand clear. In addition to the visual signals, the lock operator may signal the lock is ready for entry by sounding one long blast on an air horn or ready for exit by sounding one short blast.

Precedence at Lock

The order of passage through the lock is at the discretion of the lock operator. The boat arriving first usually will be locked through first but there are exceptions. Commercial vessels will take precedence. Recreational vessel schedules are in effect at some locks. Call the U.S. Army Corps of Engineers for more information.

Speed and Following Distance

Speed should be reduced to a minimum (no wake) consistent with safe navigation. When entering, please remain at least 61 meters (200 feet) astern of the vessel ahead.

Passengers and Freight

Neither passengers nor freight may be loaded or unloaded at locks.



US Army Corps
of Engineers

Keep clear of barge traffic. Obstructing commercial traffic is unsafe and unlawful.